

BMHA Newsletter

BICYCLE MOBILE HAMS OF AMERICA

Volume 3, Number 3

Jul/Aug/Sep 1992



EDITOR'S COLUMN

We're Still Growing

We've kept quite busy for the past couple of months signing up new members, renewing memberships, and sending out BMHA info and sample newsletters. Since the last issue of this newsletter, we've gained 35 new members — see page II. This surge, along with 15 renewals, has run our membership total to 175. Not bad, considering the short time BMHA has been in existence — just 3 years. If you're keeping our MAS count (Members in All States), we only have 17 to go.

Next Issue

I'm already preparing the initial roster of BMHA membership. It will be mailed along with your next Newsletter. There's just one minor problem: how do you squeeze 175 names on one sheet of paper, and still keep them readable.

Mr. Schenckham Scores Again

It's easy these days to keep up with the adventures of BMHAm Steve Roberts, N4RVE — you know, the brother ham who pedals around on a million-dollar, 580 pound bicycle that's loaded with electronic gear. It's possible that Steve has been spending most of his time in front of the cameras and being interviewed. Here are just a few of his appearances in print: *Discover*, July '91; *Bicycling*, May '92; *QST*, April '92. And on April 21st he made the front page of the *Wall Street Journal*! (You can't do any better than that.) I've heard him on Public Radio, and now I'm told that he's already taped a *Donahue* show that's to be shown in July. Let's face it, Steve has earned his ink by coming up with something that is really unique.

Deadlines

I'd like to again invite all you hikie-hams to send in your writings about your rigs, your home-brewings, and your bicycle-mobile experiences. To those on assignment, please buckle down and send your stuff in. The next deadline is August 15.

—Hortley Allay, N4D4, Editor



Rain-soaked and mud-spattered, but happy! This was the finish of the first annual BMHA Rally ride. Left to right: Ned Mowatson W4AX, Gale Scholten N8AVQ, Ken Noffinger AE2I, and Jim Gumbert NC8Y. On the busy Saturday of the '92 Dayton Hamvention these four BMHAs met in nearby Tipp City and, in spite of the torrential rain, took a 10 mile spin in the surrounding countryside. Jim planned and led the ride, which as you can see followed the cyclists' tradition of "rain or shine, the ride happens." Next year Jim and Ken, both of whom live in Tipp City, will be co-leaders of the BMHA Rally ride and are already planning a 10 mile and a 25 miler, with a small-town lunch stop.



MOVING.



FRIENDLY WALK.



GENTLE PUSH.



DISDUNTING.

VERSATILE HANDHELDS

Use HTs on Backcountry Outings Too!

Bike mobiling is an important activity for us in BMHA, but many of us engage in other human-powered activities where hand radio can be useful too. Here are a few ideas for backpackers, climbers, and cross country skiers.

I have found that carrying an HT on backpack trips provides a measure of safety as well as fun. In most parts of the United States you can access a repeater somewhere from high altitude in the backcountry. For example, along the eastern slope of the Colorado Rocky Mountains repeaters on Squaw Peak, Thorofin Mtn, Lake Eldora, and Lee Hill provide excellent coverage. These make accessible the backcountry regions of East Portal, Lake Eldora, Arapahoe Peaks, Bierstadt Lake, Longs Peak, and much of Rocky Mountain National Park. The Lake Eldora and Longs Peak repeaters also have phone patches, making it possible to place telephone calls from HTs into the Denver metro area. Even in our least-populated state, Wyoming, backcountry communications are possible on a linked two meter system that connects Cheyenne, Casper, Dubois, Lander, Rock Springs, and Gillette. This provides coverage of some of the best backpacking country in the US, including much of the Wind River mountain range.

HTs can also be useful on peak climbs. For example, recently I helped to coordinate the rescue of a climber from Longs Peak using HTs. He had fallen about 80 feet at the 13,800 foot level and was being helped by other climbers when we heard a "Mayday" call at Boulder. (A visiting German climber, saying that his English was not good, had handed his HT to a non-heim American, who carried on the communication.) We have phoned the National Park ranger station and within two hours a helicopter had landed medical assistance. Because of ham radio, the victim received critically-needed medical attention in a couple of hours rather than eight hours or more later. We believe this may have saved his life because he was severely injured with skull fractures and loss of blood.

HTs can be useful on backcountry ski tours too. For example, we have used HTs while skiing the 10th Mountain Division net system on a three day cross country outing. The radios kept the party together and maintained contact via repeaters to the outside world. The Vail repeater is particularly useful on this tour because it covers most of central Colorado, including an 85 mile stretch from the Eisenhower Tunnel to Glenwood Springs.

In addition, we use the linked repeaters at Glenwood Springs and Aspen. This combination provides very wide backcountry coverage over the western part of the state, with telephone connections to both Aspen and Glenwood. Another wide-coverage repeater system, the "Colorado Connection", links repeaters in Grand Junction, Eagle, Salida, Breckenridge, Leadville, Denver, Ft. Collins, and Walsenburg. If you are in range of any one of these, you are, of course, heard on all of them simultaneously. So, talking to Denver from Grand Junction (225 miles) is as easy as turning on your HT.

For backcountry use I have found that the best HT is the Standard C-168, used with 1.5 volt lithium batteries. This is the smallest HT on the market, and with rubber duck weighs only 10 oz. Lithium or alkaline batteries provide very good low-temperature performance. In the backcountry it's a good idea to have an HT with extended frequency reception. This allows you to listen to the wide coverage NOAA recreation weather forecasts which are broadcast to many areas of the United States. On the Front Range these continuous weather reports and forecasts are broadcast from Denver's Stapleton Airport and Maid on 162.550 MHz and 162.450 MHz. The same frequencies apply for similar transmissions from Grand Junction and Salt Lake City. From these forecasts you can learn of fast moving storms and temperature changes in your area.

Have fun in the backcountry and take along an HT.

—Richard Kiefer, KODK
1727 Hawthorn Place
Boulder, CO 80304

BMHA NET....ON 20

New Net Time Coming Up In August

It was great to meet many of you BMHers at the Dayton Hamvention BMHA Forum. It's always good to put the face with the voice.

One item we discussed at the BMHA forum was the net starting time. To avoid conflicts with the DX nets and the major contests that our net usually runs into, it was agreed to **start the net 1/2 hour later, beginning on Sunday August 2nd**. This means our starting time will now be at 2400 UTC -- in other words, 0000 UTC. Officially this is Monday UTC, but for all of us in the USA it's still Sunday afternoon or evening. The frequency will still be the same: at or near 14.253, +/- QRM. The net will continue to be held on the 1st and 3rd Sunday of each month.

We have had an increasing number of check-ins on the BMHA net. Many of you have become regulars, and lots of important information about radios, antennas, and special bicycling events has been discussed.

My own summer bicycling schedule may preclude my being at the net helm on a few occasions. If you don't hear me within 5 minutes of the net start, please feel free to open it up and hopefully someone with power and a beam antenna will pick up the net control and carry on for me. If I know ahead of time that I'll be out of town, I'll take every effort to get somebody else to sit in for me. Sometimes my work-connected travel schedules are made on a moment's notice, so it's not always possible to set this up in advance.

Hope your summer bicycling activities are many and exciting, and that you're already in mid-summer shape! Keep on pedalin'.

—Mike Nickolau, N7ON, BMHA Net Control
316 E. 32nd St.
E. Sioux City, NE 68776

TRAVEL & ADVENTURE

The Road Back Home

Prior to last year I had been grossly overweight for years. When the XYL was on vacation I embarked on a diet that eventually helped me to take off over one hundred pounds and, as you can imagine, altered my outlook on many things. As a reward, I added a Trek 1420 road bike as a stablemate to my venerable Fuji mountain bike, the bike that had helped me to average 1000 miles a year for the preceding five seasons. And then I got a bug to pull something off that I had never even considered before: I decided to ride the 240 miles from Rochester Hills, MI to Garfield Heights, OH for my 40th high school reunion. When I announced this to my XYL, she found a number of reasons, all valid in her mind, why this would be a foolhardy endeavor. It was only when I showed her the report in QST magazine of Hartley Alley's (N4OA) much longer trip to his 50th reunion that she took me seriously.

Getting Ready

I had never ridden more than 100 K, and then only on supported tours. The summer was spent in training and preparation for the trip, which was set for the last week in September. In the process of training, I managed to accumulate over 2800 miles.

My planned route was a combination of Bike Centennial, State of Ohio and TASSLE route maps, combined with my home-grown knowledge of the state of Michigan. Since this was to be an unsupported trip, I rode the last three training weeks with loaded panniers, to condition myself for the extra weight and the inevitable change in the Trek's flawless handling.

Radio Gear

I had worked bike-mobile on a few public service events and with that experience in mind I elected to take the HT along for some rag-chewing QSO's along the route. Once in progress, however, I decided to use it only for emergency communication, mainly because of road noise problems. I used a boom mike and single earphone and this caused me to lose some of the three-dimensional aspect of the road sounds. Since then I've picked up a speaker/mike unit, which may work out better. For the sake of convenience, the antenna was a Larson rubber duckie. I now have an idea for a "toe flag" half-wave antenna that I'll build over the winter.

While training I had worked myself up to 127 miles in one day and a 70-miler with loaded panniers. I had never put together two consecutive 100 mile days with a loaded bike so there was still a big unknown.

On The Road

The big trip began on the Wednesday before the reunion — with a 15-20 mile per hour wind in my face. I managed to get past my first alternate stopping point in Monroe, MI but called it quits at 48 miles in Toledo when a front started moving in from the west. The front passed during the night and the next day dawned sunny and brisk, with God's gift to the suffering cyclist: a TAIL WIND! A minor disaster slowed me for a bit — the front wheel suffered some damage when I left the bike packed in a rack at a coffee stop and it somehow fell over. A stop at a bike shop for repairs held me

up for an hour or so, but before sundown I had made Oberlin, OH with 98 miles completed for the day.

The last 12 miles on Saturday were a breeze. The route out of the Cuyahoga River valley was not as difficult as it had seemed when I was a boy. I even made it up a hill that I had never been able to ride completely when I was a boy. All in all, the big trip had been quite easy.

My advice to bike mobile tourists is simple. Pack lightly but wisely. Don't take any excess equipment, but don't leave yourself without the basic requirements. Don't plan on QSOing unless you're on roads with light traffic. And last but not least, pack some high energy food. May your next trip be as great as my *Road Back Home*.

—Glen J. Drillishak, WB8HAT
760 Wilwood Road
Rochester Hills, MI 48309

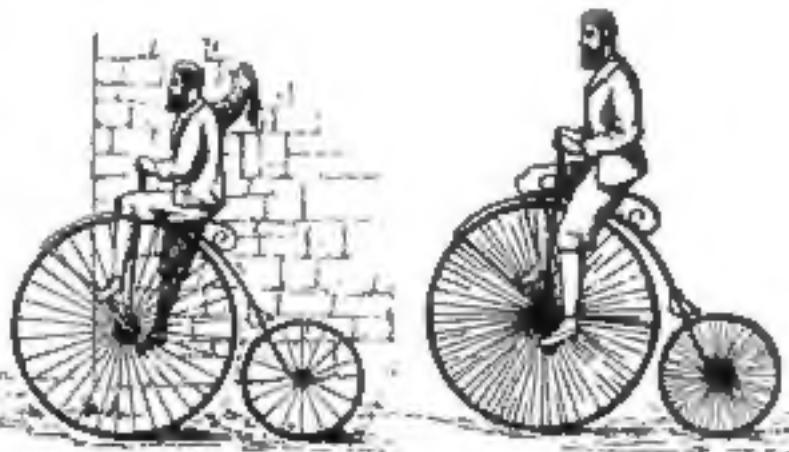
UPCOMING EVENTS

RAGBRAI / BMHA Rally & Picnic

On Wednesday July 22nd, BMHA members are invited to a picnic supper in Des Moines, Iowa. We'll be guests at a joint effort of the Des Moines Amateur Radio Club and RAGBRAI's corp of ham radio communicators. (As all the cycling world knows, RAGBRAI is the gigantic bike ride across Iowa that annually draws 10,000 cyclists.) The picnic will take place in Union Park, which is downtown and less than a mile from the state capitol grounds, where the main body of cyclists will be camped. Union Park has a shelter house, in case it rains — and in case you drive, there should be plenty of parking space.

Food will be provided by the Des Moines ARC. You'll get a chance to see the various bicycle-mobile rigs that the RAGBRAI operators are using on this week-long trek. And you are invited to join the ride for a day and cycle along to see what happens on this world-renowned two-wheeled mass movement.

Talk-in will be on 146.94. For further details contact Chris Charroo, WB0RSW, Director of RAGBRAI Communications, M-F: 1-800-247 5346, ext. 8555.



LETTERS

Along the Pacific Crest Bicycle Trail

Dear Hartley,

I'm the type of bicyclist who likes long tours -- one or two weeks on the road is about right, with camping and cooking along the way, mixed in with a motel or two. I'm also very independent, so it took many years for me to learn the ins and outs of touring. I learned, for example, to not use a knapsack of any kind on a long tour -- it'll kill your back!

My first long tours were in northwestern Mexico, on the California coast and along the length of the Mississippi River from New Orleans to Wisconsin. I had an idea for a long tour throughout the Appalachians -- from south to north, but the call of love (CQ DX, CQ DX ...) was heard. I married Lorraine and soon the harmonicas (kids) were on the scene. I began to limit my touring to one week each summer.

I also began to plan and ride a route along the Sierra Nevada -- the highest mountains in California -- and eventually did a modest book about the route titled *"Bicycling California's Spine: Touring the Length of the Sierra Nevada."* This sold so well that I expanded the route through the Cascade Mountains to the north and through the mountains and hills of Southern California to come up with a route that extends from Vancouver, British Columbia, Canada to Tijuana, Baja California, Mexico. It's a 2500-mile-long route whose purpose is to come as close as possible to the Pacific Crest Hiking Trail. The whole project, including the writing and production of a 200-page guidebook called *"The Pacific Crest Bicycle Trail"*, took about 11 years.

I can tell you about some of the adventures I've had while cycling the Trail: --nearly dying of dehydration while climbing an obscure back road not far from King's Canyon National Park, then running into a cowboy at the top who gave me the best-tasting beer of my life. --Having to slog through snow at Windigo Pass in Oregon, then having to push my loaded bike through a snow-melt lake just beyond. --Sending most of my cold-weather clothing home several times, only to have it turn freezing cold. --Riding down the canyon of the North Fork of the King's River and being beautifully buzzed by supersonic birds. Also memorable are the other touring cyclists met while on the road and the friendly people who let me share their campsites and give me food. Now that the latest book has sold well, I'm looking forward to meeting cyclists on the Trail who are actually following my book. What an ego trip -- "Yessir, I'm the author!"

The latest excitement is hamming. I was W9KSI in high school but let the license expire when I went to college. I always nourished a secret desire to ham when touring but didn't take action on it until a biking buddy (Pat McCullar, also a member of BMHA) got his Technician license and a 2 meter HT. So I went ahead and got my General Class (still don't have my call sign) and am preparing to operate bicyclemobile on my trip this summer.

For starters I have an Alinco 2 meter HT and I may take a yagi or some other better antenna with me to get greater distance with the rig. (Maybe one of those take-apart portable yagis.) I will also be building a QRP 2-3 watt 20 meter morse code rig and will be taking a dipole or vertical antenna to operate with that. I had hoped to be operating 20 meter phone, but that wasn't in the cards. I've joined my local ham club and there are several people who will help me get tuned up and going.

In the future I'd like to tour with other bike-hams, especially along the Trail, as I have to keep riding it year after year to keep the book updated. And also because I like strenuous mountain biking. I should add that the Trail uses mostly paved roads, but there are some sections which are unpaved and pretty rough. This summer (probably in June) I'll be biking the Trail in southern Washington and northern Oregon. I hope that the hamming goes well and adds to the trip. And I certainly intend to send in a report of the trip to the newsletter.

Best regards,

—Bill Paul
POB 5183
San Jose, CA 95150

THE PACIFIC CREST BICYCLE TRAIL



This is the cover of Bill Paul's third book (he's the one on the right). Illustrated with maps, photos, elevation graphs, published by Bitterroot Publishing Co., POB 1211, Livermore, CA 94551.

ANTENNAS

Emergency J-Pole Weighs Just Six Ounces

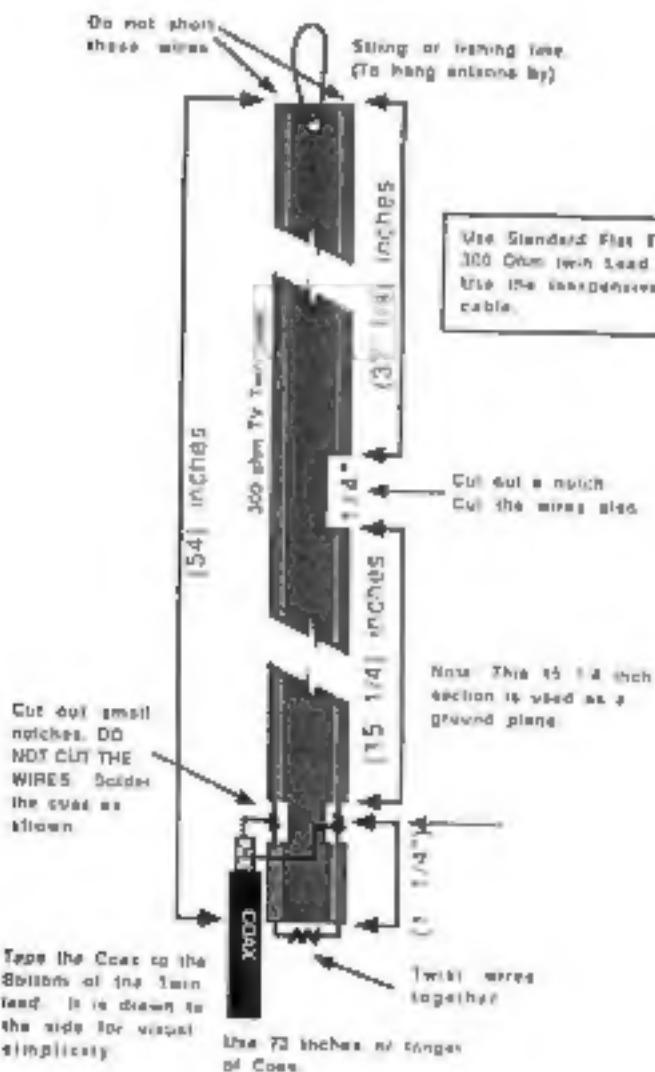
Here's an easy-to-make 2-meter antenna that you can roll up and put in your pocket. If you like to go light-weight when you go for a bike ride then maybe you're the type of bike-mobile that just carries an HT with a rubber ducker. That's fine, but the ducker won't give you much of a signal. If you have one of these babies, you just take it out of your pocket and voila!, this full-scale J-Pole lets you access those freeway repeaters.

This design first appeared in *The Amateur HamBook*, published by ARTSCI, INC, POB 1648, Burbank, CA 91507, (818) 846-2298. You might have enough scrap material laying around the shack, or you could do as I did and run out to Radio Shack and buy these.

Radio Shack # 15-004	TV twin lead, 1/4"	92.29
" " 278-975	RG58 coax, 6'	5.29
" " 278-120	Adaptor, PL259 to BNC	2.49

You can hang it from a tree or even just lay it down on a park bench -- it gets out. This antenna will come in handy for backpacking, crosscountry skiing, or for just sitting around in a motel room. Make sure you carry a pushpin with you, to hang the antenna on a tree trunk or motel wall.

— Hartley Alley, N4DA, Editor



BMHA NEWSLETTER

EDITOR: Hartley Alley, N4DA

BOARD OF ADVISORS:

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Chairman and Founder: Hartley Alley, N4DA

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We welcome articles, suggestions, letters, announcements, photos, artwork — anything pertaining to bicycling while operating an amateur radio, or vice versa.

Submitted material will be edited for clarity and, if necessary, shortened to fit space constraints. Material should be submitted before Mar 1, June 1, Sept 1, or Dec 1 for inclusion in the ensuing issue.

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ABOUT BMHA

For the information of our first-time readers.

Bicycle Mobile Hams of America got its start when a "Stray" in the June '89 QST asked to "get in touch with hams who operate their radios while bicycle-mobile, or while in any other human-powered conveyance", signed by Hartley Alley, N4DA. 25 hams responded, filled out questionnaires, and received a summary of the collected data.

In April of '90 we had our first BMHA Forum at the Dayton Hamvention. We played to a packed house, overflowed the room, and added 54 names to our mailing list. Our '91 and '92 forums were again well-attended, and now BMHA is established as a "regular" at this big event.

This is the eighth issue of our quarterly newsletter, which has become the clearing house for the exchange of info and ideas for the hams who go on the air from their bicycles. Since the last issue of this newsletter we have added over 30 new members. The total paid membership now stands at 175, with members in 33 states, Canada, Sweden and Germany.

BMHA membership includes: bi-weekly net on 20 meters, annual meeting and Forum at the Dayton Hamvention, membership directory, packet list, and the BMHA Newsletter, which has articles on bike trips, amateur, other gear, operating tips, etc. The membership application blank is on the next to last page.

LETTERS

B-M's Earliest Days?

Editor:

Do you think bicycle mobile is a recent phenomenon made practical by small hand-held radios? Guess again! While goofing off instead of doing my homework — make that "while doing important research for a class of mine" — I stumbled across this photo from the July 1957 *QST*.

Strays



The caption on the photo reads: "K2LCN (age 14) demonstrates his bicycle mobile, which operates on 7 Mc. c.w. The receiver is a regenerative type with a 3Q4, while the transmitter uses a single 3A5 crystal oscillator. In addition, Pete has a transistorized Canebrad monitor. His best DX to date is five blocks!"

Could this be the earliest pioneer of bicycle mobile operation? [If any reader knows of an earlier published instance of bike-mobile activity please send it in. —Ed.]

—Russell Dwarshuis, KBSU
427 Barber
Ann Arbor, MI 48103

BITS & PIECES

All Downhill

The trouble with bicycle tours is that after the really fun coast downhill, a wearying climb back up inevitably follows. But Joni Lund of Two Wheel Tours in Littleton has figured a way out of that problem and into a nice little business.

Two Wheel Vans, a business that drives people and bikes in vans to tops of Colorado trails and picks them up at the bottom, eliminates the need to ever go uphill.

—from a column in the *DENVER POST*.

At last, somebody has figured out a way to take the exercise out of cycling!

PUBLIC SERVICE

Chaos at the "Tour de Lowell"

The Tour de Lowell is one of the biggest bike races of the year in this part of Massachusetts. There's a 50-mile citizens' race that goes up into New Hampshire, followed by a criterium for the regular USCP racers. Not being qualified for either of the races, I decided to participate in another way — by providing ham communications out on the course.

For the citizens' race I was stationed at a lonely intersection up in New Hampshire. The race went without a hitch, and all I had to do was radio in when the major packs came by and where the very last racer was. I was able to watch the race in peace, cheering on my friends who were in the race, and keeping the officials updated. The ambulance was sent out once, but recalled before it arrived at the scene of a minor spill. All in all it was a nice, smooth race. The criterium, however, was to be the exact opposite.

Please Setting

The criterium was a 40-lap race around a closed city block in downtown Lowell — a pleasant river town of about 100,000 pop. The racers were USCP licensed, which meant that it would be a very fast, intense race. Little did I know how intense it would get!

My friend Terry, KA8SCP, and I were stationed at turn 3, a blind corner just across the street from the high school. The first three-quarters of the race went quite smoothly. There were a couple of riders who got flats, and one who almost spilled, but he lost nothing except his water bottle and some time.

Suddenly, about 10 laps before the end, a fire alarm went off in the school. No flames could be seen, but the fire department had to respond, fire or no fire — race or no race! Unfortunately, due to the location of the hydrant the fire trucks had to pull right onto the course — right after the turn, right where the racers would be going after taking the turn at full speed.

All Hell Breaks Loose

The fire trucks came, and the police officer at turn 3 waved them onto the course. They parked by the hydrant and went about their business at the school. Just then the main pack came flying down the backstretch toward the turn. We yelled "WATCH THE FIRE TRUCKS ON THE RIGHT!!" but the racers were oblivious to the danger — until they took the turn. The smooth flow of the pack was suddenly broken by furious braking. About five racers in the middle of the pack went down — I'm surprised there weren't more.

Luckily, none of the riders was seriously hurt. Mostly just a lot of road rash. Just after that mess was cleaned up, yet another spill occurred on the backstretch, taking down still more racers. Again, no serious injuries, but by this time the race was no longer very competitive, despite the fact that the finish was just a lap or two away. By now the racers were just trying to get out of it alive!

Finally the race ended, and everyone breathed a sigh of relief. Terry has watched a lot of races but he said that this one had the most carnage. Happy that I was not in that race, I headed home — but not before I re-qualified to help with next year's race. The firemen? They left right after the race was over — later I heard it was just a trash fire.

—Justin M. Hughes, KA1ULF
232 Stow Knob
Harvard, MA 01451

PROFILE

EDWARD C. HAYES, N7CFA

We're pleased to add these names to our Membership List:

Don Anderson, N7VIE, 1431 Pueblo, Boulder City, NV 89005
 Edward E. Anderson, KA1NCB, 31 Gale St, Brockton, MA 02441
 Mike D. Anderson, KA1DHO, 246 Elm St, Gardner, MA 01440
 Robert Arthur, W1HYKZ, 3216 Bevier Dr, Kettering, OH 45410
 Michael J. Bailey, KK8NP, POB 19989, San Diego, CA 92159
 Philip Brooks, N1DNU, 6735 Cambridge Ln, Cincinnati, OH 45243
 Boris Brown, KD6RSH, 623 Norlaga St, San Francisco, CA 94122
 John Brown, KD6BBG, 623 Norlaga St, San Francisco, CA 94122
 Dan Burdick, 539 E 7th St #110, Minneapolis, MN 55415
 Leslie Day, KK8NH, POB 19989, San Diego, CA 92159
 Bill Denison, KA4GEB, POB 25745, Lexington, KY 40534
 Bob Fischart, N7WYO, 11 Paradise Dr, Sheridan, WY 82801
 Judy Fischart, N7WYB, 18 Paradise Dr, Sheridan, WY 82801
 Bruce Fuller, N3EPN, RD #2, Box 122, Sargentown, PA 16433
 Michael Giacchino, KC7QPO, 230 Brandywine Dr, Campbell, CA 95008
 Jeff H Hall, N6MYF, 1325 Whistler Dr, Davis, CA 95816
 Thomas Kavan, W1TKE, 1282 McCoy Rd, Columbus, OH 43220
 William Lepthorn, K0MDO, 7540 Edgewood Rd, Cincinnati, OH 45237
 Tom Link, K0UNN, 310 Surrey Pl, Flushing, PA 15235
 Don Lopez, W9QVF, 400 Laurel Av, 10-C-9, San Mateo, CA 94401
 Bengt Magnusson, SM5YV, Lingonstigen 74, 14477 Roslagsborg, Sweden
 Peter McDevitt, KD6BJX, 9626 Rockridge Av, San Diego, CA 92111
 Moon Midkiff, N7TAU, 1520 22nd Ave E, Seattle, WA 98112
 Eric Poetz, N8MPA, 2449 Canterbury Rd, Cleveland Hts, OH 44118
 Carl Palma, N1RQJ, 1250 Illinois NB, Grand Rapids, MI 49505
 Bill Paul, ZA-W9KZJ, 337 Estrella Way, San Mateo, CA 94403
 Herbert B. Penrice, WD6DLQ, 7422 Mad River Rd, Dayton, OH 45459
 Ron Pope, KA6UK, POB 31373, Aurora, CO 80041
 C. M. Stander, WB5ZIN, 3136 Englewood Dr, Stow, OH 44234
 Dave Smith, WB7P, 3040 Purgatory Dr, Colorado Springs, CO 80918
 Patrick J. Twigg, N9OQT, 2001 3.9th St, Apt C, Charleston, IL 61920
 Frank Veltz, KA7DNK, 315 B Market St, Aberdeen, WA 98420
 Thomas J. Warren, K3TW, 5912 Walnut St, Temple Hills, MD 20748
 Miles Wilkinson, WA6PRB, 3947 Verdugo View Dr, L A, CA 90065
 Randy Wilkinson, N8WMC, 3947 Verdugo View Dr, L A, CA 90065

With traditional ham friendliness, make contact with these new members, welcome them to BMHA, and help them with any problems they might have.

—Ed Eichholtz, W2ZR
 9-01 Amot Place
 Fair Lawn, NJ 07410

MEMBERSHIP APPLICATION

BICYCLE MOBILE HAMS OF AMERICA (BMHA)

Please complete and return to:

BMHA
 Box 4009
 Boulder, CO 80306

Date _____

Name _____ Call _____ License Class _____

Address _____

City, State _____ Zip _____

Membership Fee: \$10 per year Family Membership: \$15
 (Make checks payable to BMHA, Bicycle Mobile Hams of America)

(check one) New Member _____ Renewal _____ Enclosed is my check for \$ _____

QSL CORNER

In this space we feature QSL cards that have a bicycle-mobile motif. Send yours in. We'll run it.

BALTIMORE, MARYLAND, U.S.A.



Baltimore, a village of 100, is known for two founders of the BMHA, cycling enthusiasts, and their historical distinction: historic three-day and bicyclists and

WF3Z
Ed Colborn
2330 Forestbound Road
Silver Spring, MD 20912

License #419
Howard County
CO Zone 05
PTU Zone 01
Bills #100-100-100



Livingston County
0100-0100

AMATEUR RADIO STATION

NU8N

UNITED STATES OF AMERICA

Jim Kortge Sr.
P.O. Box 108
Fenton, MI 48430

BMHA NEWSLETTER

Bicycle Mobile Hams of America
PO Box 4009
Boulder, CO 80306

Address Correction Requested

First Class Mail

DAYTON '92 FORUM REPORT

Big Weekend a Success

The third annual Forum of the BMHA at the 1992 Dayton Hamvention was again well-attended, with over 75 ham/bicyclists turning out for the Sunday morning meeting. We passed out 30 packets of BMHA information to non-members — seven of these people have already become members. Hartley Alley, N4OA, introduced the forum panelists as well as famous BMHAc Steve Roberts, N4RVE, who was able to leave his PacCom exhibit area, where his million-dollar electronically-equipped recumbent bicycle was on display, long enough to say hello to the BMHA forum audience.

Ned Mountain, WC4X, demonstrated his 40 meter Mihuze MX 75 and his "WC4X Bike Mike". (See the April BMHA Newsletter for details.) As of this writing Ned has taken orders for 20 of these radios. Russ Dwarshuis, KB8U, discussed working CW while underway on the bike. Bob Puthuj, KE8ZJ, talked about homebrewing and electronics, including a discussion of lightweight solar panels that would be particularly useful for bicycle-mobile use. Hartley Alley, N4OA, gave a short video show called "The Wonderful World of Cycling" that featured pictures that he shot during a bike tour of China. The shots of Chinese cyclists carrying unbelievable loads on their bicycles got a big reaction — especially the guy who was looking down the road with a full size sofa on his rear carrier. Mike Nickolaus, N4DN, led a discussion of the BMHA 20 meter net and fielded questions about bicycle-mobilizing in general. Mike Henzel, KADMIV, demonstrated his smallest-ever portable packet station. Bill Vodahl, WA7NWP, took up the challenge by showing an even smaller packet setup, using an HP-48 calculator as a terminal.

Eyeballing and Socializing

Other events for the BMHA members at the Hamvention included a bicycle ride on Saturday afternoon — unfortunately cut short by rain — a daily get-together for lunch (you joined the lunch by checking into our secret simplex frequency), and a Friday afternoon eyeball and socials at the Alley's motel room, followed by dinner downtown in the dining room. All in all a very enjoyable and successful weekend.

— Jim Alley, N4EGX
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